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27 UNITED STATES DISTRICT COURT
28 NORTHERN DISTRICT OF CALIFORNIA
29 SAN FRANCISCO DIVISION

30 WAYMO LLC,
31 Plaintiff,
32 v.
33 UBER TECHNOLOGIES, INC.,
34 OTTOMOTTO LLC; OTTO TRUCKING LLC,
35 Defendants.

36 Case No. 3:17-cv-00939-WHA

37 **DECLARATION OF MICHAEL
38 LEBBY IN SUPPORT OF
39 DEFENDANTS’ OPPOSITION TO
40 PLAINTIFF WAYMO LLC’S
41 MOTION FOR PRELIMINARY
42 INJUNCTION**

43 Date: May 3, 2017
44 Time: 7:30 a.m.
45 Ctrm: 8, 19th Floor
46 Judge: The Honorable William Alsup

47 Trial Date: October 2, 2017

48 **UNREDACTED VERSION OF DOCUMENT SUBMITTED UNDER SEAL**

1 I, Michael Lebby, Ph.D., declare as follows:

2 1. I have been asked by counsel for Defendants Uber Technologies, Inc. (“Uber”),
3 and Ottomotto LLC (“Otto”) and Otto Trucking LLC (collectively, “Defendants”) to provide
4 certain opinions in the above-captioned case in connection with Waymo LLC’s (“Waymo”)¹
5 Motion for a Preliminary Injunction (“Motion”) and the declaration of Mr. Gregory Kintz in
6 Support of Waymo’s Motion (“Kintz Declaration”), specifically concerning the alleged trade
7 secrets identified in Paragraphs 36 to 55 of the Kintz Declaration. I submit this declaration in
8 support of Defendants’ Opposition to Waymo’s Motion. I have personal knowledge of the facts
9 set forth in this declaration and, if called to testify as a witness, could and would do so
10 competently.

11 **I. QUALIFICATION AND EXPERIENCE**

12 2. I provide a brief summary of my qualifications below. A copy of my current
13 curriculum vitae is attached as Exhibit 1 to this declaration

14 3. I am currently the Chief Executive Officer (CEO) and Chief Technology Officer
15 (CTO) of Oculi LLC, which has provided international board level advisory, consulting,
16 technological, and business-based services in the optoelectronics, semiconductor, and
17 telecommunications industries since 2003. This is my consulting company through which I
18 undertake my litigation expert witness work.

19 4. In 2015, I became a Director of Lightwave Logic to assist the company with
20 developing polymer optical modulator products and associated packaging, manufacturing, and
21 marketing.

22 5. I am on the board and CEO of OneChip Photonics Corporation, a technology
23 company that focused on communications-based photonic integrated circuits and now is in the
24 process of selling the remaining assets.

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¹ As used in this declaration, the term “Waymo” includes Google.

1 6. From 2014-2016, I was a Director for Corporate and Foundation Relations with
2 the University of Southern California. In this position, I helped the University foster relationships
3 with semiconductor, photonics, and electronics companies in the San Francisco area.

4 7. From 2013-2015, I was a Professor of Optoelectronics as well as the Chair of
5 Optoelectronics at Glyndŵr University in Wales, United Kingdom. My areas of focus included
6 the design, simulation, and testing of photonic integrated circuits and optoelectronics integrated
7 circuits.

8 8. I currently serve as a technical expert for the Photonics Unit of the European
9 Commission, where I am currently an advisor on their funded photonics pilot lines as well as a
10 photonics-based cardiovascular program.

11 9. I have served in various positions at technology companies and organizations in
12 the optics industry, including President and CEO of the Optoelectronics Industry Development
13 Association (OIDA), a non-profit industry trade association for optoelectronics based in
14 Washington, D.C. In that role, I spoke on behalf of the optoelectronics industry, including
15 testimony on Capitol Hill for the industry, and represented the U.S. optoelectronics industry in
16 many regions of the world.

17 10. I am an expert in the fields of optoelectronics, electronics, semiconductors, fiber
18 optics, and electrically and optically based designs. Optoelectronics is the study and application
19 of devices that source, detect, control, and display light. I have design experience with optics,
20 optical sources (such as lasers and LEDs), and receivers (such as photodetectors, solar cells, and
21 image sensors). I also have significant experience with the testing and evaluation of
22 semiconductors and optoelectronics, including LEDs, lasers, detectors, fiber optic
23 communications, materials, packaging, and alignment. Notably, many of the optical and
24 electrical designs I worked on were prototyped for manufacturing.

25 11. I have a Ph.D. in Compound Semiconductors / Optoelectronics from the
26 University of Bradford, as well as a Masters of Business Administration degree and a Bachelor of
27 Engineering degree from the University of Bradford. More recently, I was awarded a higher
28 doctorate degree (D.Eng) for contributions to the optics and optoelectronics field through

1 publications and patents. I have authored or co-authored more than sixty publications on optics
2 and optoelectronics.

3 12. I started my career at the Royal Electrical and Mechanical Engineer division of the
4 Ministry of Defense in the United Kingdom, and then worked as a researcher at AT&T Bell Labs
5 in the Photonics Research Department. From 1989 to 1998, I was an R&D Manager in
6 optoelectronics at Motorola, where I was the most prolific inventor in Motorola’s history, with
7 over 150 issued utility patents. In total, I have well over 200 issued utility patents from the U.S.
8 Patent and Trademark Office, and, if derivatives are considered, that total rises to over 450
9 patents.

10 13. I have been recognized professionally as a Fellow of the Institute of Electrical and
11 Electronics Engineers (“IEEE”) in 2005 and of the Optical Society (“OSA”) in 2007 for my
12 technical contributions to the field of optoelectronics. I am a Chartered Engineer (C.Eng) from
13 IEE in the UK, which is equivalent to the PE (professional engineer) in the U.S. I have also
14 served on the IEEE Components, Packaging and Manufacturing Technology Society (“CPMT”)
15 Board of Governors from 1998 to 2002; as the IEEE Phoenix Waves and Devices Junior Engineer
16 of the Year in 1993; as a CPMT Distinguished lecturer in 2000; and on the CPMT technical
17 committee (TC-10 & ECTC) from 1991 to present.

18 14. I am being compensated at my standard consulting rate of \$465 per hour for my
19 work in connection with this action. I am also being reimbursed for any out-of-pocket expenses.
20 My compensation is not based in any way on the outcome of the litigation or the nature of the
21 opinions that I express.

22 **II. MATERIALS CONSIDERED**

23 15. In forming my opinions and views expressed in this report, I have reviewed and
24 considered Waymo’s Motion, the Kintz Declaration, the Declaration of Pierre-Yves Droz (“Droz
25 Declaration”), Plaintiff’s List of Asserted Trade Secrets Pursuant to Cal. Code Civ. Proc. Section
26 2019.201 (“Waymo’s TS List”), attached as Exhibit 1 to the Declaration of Jordan Jaffe in
27 Support of Waymo’s Motion (“Jaffe Declaration”), the Declaration of James Haslim (“Haslim
28 Declaration”), the Declaration of Scott Boehmke (“Boehmke Declaration”), and the Declaration

1 of Paul McManamon (“McManamon Declaration”), and other materials and information that are
2 identified in Exhibit 2 and referenced in my Declaration.

3 **III. LEGAL STANDARDS**

4 16. I am not an attorney and I have not been asked to provide an opinion on the law. I
5 have been advised by Defendants’ attorneys that I must apply the following legal principles
6 regarding trade secret misappropriation to my analysis.

7 17. I understand that a trade secret consists of information that derives independent
8 economic value from not being generally known to the public or to other persons who can obtain
9 economic value from its disclosure or use. I understand that information that can be discovered
10 by fair and honest means, such as independent development or reverse engineering, will not
11 receive trade secret protection. I also understand that publicly known information, such as
12 information published in books or articles or design choices known to engineers in the field, will
13 not receive trade secret protection.

14 18. I understand that for a trade secret to be protectable, the owner of the trade secret
15 must use efforts that are reasonable under the circumstances to maintain its secrecy.

16 19. I understand that trade secret misappropriation means disclosure or use of a trade
17 secret without consent by a person who used improper means to acquire knowledge of the trade
18 secret or, at the time of disclosure or use, knew or had reason to know that his or her knowledge
19 of the trade secret derived from or through a person who had used improper means to acquire it.

20 **IV. SUMMARY OF OPINIONS**

21 20. In Paragraphs 36 to 55 of his Declaration, Mr. Kintz identifies certain alleged trade
22 secrets of Waymo and claims that Uber’s Fuji LiDAR system incorporates these trade secrets.

23 21. Based on my analysis of the alleged trade secrets identified in Paragraphs 36 to 55
24 of the Kintz Declaration, I conclude that the following alleged trade secrets are not trade secrets
25 because they are publicly known or practiced in the field of LiDAR or diode lasers: (1) [REDACTED]
26 [REDACTED] of Waymo’s [REDACTED] system; (2) [REDACTED]
27 [REDACTED] and (3) the use of [REDACTED] I also conclude that Uber’s Fuji system does
28 not incorporate or rely upon (1) [REDACTED] f Waymo’s

1 [REDACTED] system; (2) the [REDACTED] system; or (3) the
2 [REDACTED] of the [REDACTED] system.

3 **V. WAYMO AND UBER LIDAR SYSTEMS**

4 22. I understand from the Kintz and Droz Declarations that Waymo’s [REDACTED] LiDAR
5 has a single exterior aperture through which transmitted and received light will pass. (Kintz Decl.
6 ¶¶ 135-136.) As shown in the illustration below, the [REDACTED] is comprised of a single optical cavity
7 in which the transmit path (shown in red below) and receive path (shown in purple) will overlap.



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18 23. Waymo’s [REDACTED] LiDAR system uses [REDACTED]
19 [REDACTED]
20 [REDACTED] (Kintz Decl. ¶ 38.) According to
21 Mr. Kintz,
22 [REDACTED]
23 [REDACTED]
24 [REDACTED]
25 [REDACTED]
26 (Id. ¶ 37.)
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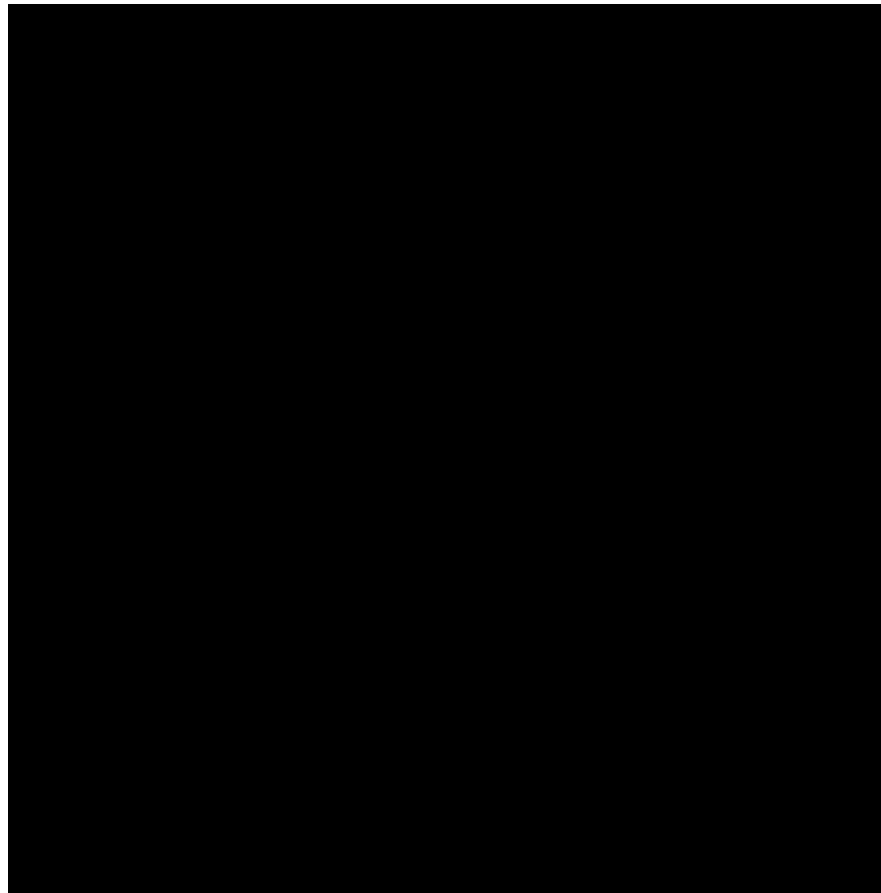
1 24. As recited in the Haslim Declaration and as shown in the simplified illustration
2 below, Uber’s Fuji LiDAR comprises two separate cavities – a medium-range cavity and a long-
3 range cavity. Each cavity has separate transmit and receive paths, with separate lenses for each
4 path. The transmit and receive light paths do not overlap in the Fuji system, because each path is
5 physically separated from the others by a non-reflective metal separation. The long-range cavity
6 is positioned [REDACTED] while the medium-range cavity is [REDACTED]

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Uber's Fuji LiDAR

17 25. In the Fuji system, the medium-range cavity and the long-range cavity each utilize
18 [REDACTED] I understand from the Haslim
19 Declaration that the CAD drawing below illustrates a cross-sectional top view of the Fuji design.
20 The cavities each contain [REDACTED]
21 [REDACTED] in the medium-range cavity [REDACTED]
22 [REDACTED] in the long-range cavity [REDACTED]
23 [REDACTED] From left to right, across both the long-
24 range and medium-range cavities, [REDACTED]

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15. 26. I understand from the Haslim Declaration that the Fuji system was designed with
16. two separate 32-channel cavities in part to enable two laser diodes to be fired simultaneously (one
17. from each cavity) while minimizing interference between the laser diodes. I also understand that
18. the distribution of the 32 laser diodes in each cavity across [REDACTED] was Mr. Haslim’s idea,
19. based on an iterative development process whereby he first tried to use [REDACTED]
20. [REDACTED] but found that those configurations did not provide [REDACTED]
21. [REDACTED] (Haslim Decl. ¶ 11.)

22. 27. It was determined that distributing the 32 laser diodes on [REDACTED] allowed for a
23. [REDACTED]
24. [REDACTED]
25. [REDACTED]

26. **VI. WAYMO’S TRADE SECRET ALLEGATIONS**

27. 28. In his Declaration, Mr. Kintz opines that Defendants’ Fuji LiDAR devices
28. incorporate a number of Waymo trade secrets. In the paragraphs below, I respond to Mr. Kintz’s

1 opinions with respect to certain of Waymo’s alleged trade secrets specifically identified in his
2 declaration. I reserve the right to supplement or amend this declaration if additional opinions
3 from Mr. Kintz or other information that affects my opinions become available.

4 A. [REDACTED]

5 29. Mr. Kintz states his opinion in paragraphs 36-43 of his Declaration that (1) [REDACTED]

6 of the [REDACTED] design (i.e., [REDACTED]

7 [REDACTED] is a

8 Waymo trade secret; and (2) Uber’s Fuji system incorporates the [REDACTED] I
9 disagree with Mr. Kintz on both points.

10 30. Waymo’s claimed trade secrets Nos. 2 and 3 (which I will refer to as the [REDACTED]

11 [REDACTED] cover [REDACTED]

12 [REDACTED] (Waymo’s TS List

13 Nos. 2-3.) In my view, Waymo’s [REDACTED] is not a trade secret, but one of a few
14 workable configurations for the [REDACTED] that an engineer
15 designing a transmit block would evaluate in light of known design considerations, particularly
16 the desire to reduce the size, cost, and complexity of the system.

17 31. As Mr. Kintz acknowledges, Waymo’s first self-driving cars relied upon a 64-laser
18 LiDAR system from third-party supplier Velodyne known as the HDL-64. (Kintz Decl. ¶ 22;
19 Droz Decl. ¶ 17.) In developing its custom replacements for the Velodyne HDL-64 – the [REDACTED]
20 [REDACTED] – it is unsurprising that Waymo used a [REDACTED] following the design of
21 the Velodyne HDL-64. As explained by Mr. Droz in his deposition, Waymo’s decision to use [REDACTED]

22 [REDACTED] (Droz Dep. at 28:11-30:6 (attached as Ex. 3).)

23 32. Once Waymo had decided to develop a [REDACTED] its range of choices for
24 how many transmit PCBs to use and how to distribute the laser diodes across the PCBs was
25 limited by well-known design considerations for automotive LiDARs.
26 [REDACTED]

27 33. As Mr. Kintz acknowledges, [REDACTED]

28 [REDACTED] which is disadvantageous for self-driving vehicles.

1 (Kintz Decl. ¶ 41.) Accordingly [REDACTED] with just a few large PCBs (e.g. [REDACTED]
2 [REDACTED] would not be ideal for automotive LiDARs
3 due to size considerations.

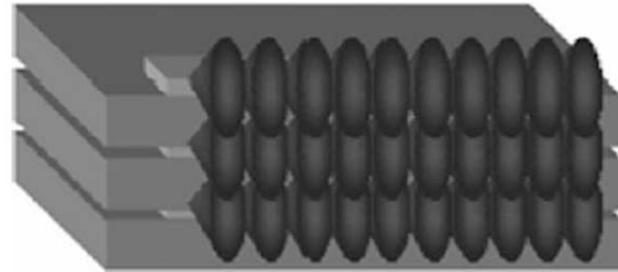
4 34. On the other end of the spectrum, the use of numerous smaller PCBs with fewer
5 laser diodes on each would raise the cost of the LiDAR system, also a significant disadvantage for
6 automotive LiDARs.

7 35. Additionally, as Mr. Kintz states, it is important to have an [REDACTED]
8 [REDACTED]
9 Accordingly, configurations with widely differing numbers of diodes on each PCB would be
10 disfavored.

11 36. Based on these design considerations, an engineer designing a LiDAR transmit
12 block would logically choose a configuration in a [REDACTED]
13 [REDACTED] to balance the size and cost concerns. The
14 [REDACTED] is one of a few obvious configurations that strikes that balance. Use of a
15 [REDACTED] does not give rise to an inference that the designer
16 misappropriated an alleged Waymo trade secret, but may simply reflect independent development
17 of a workable configuration from among limited choices based on well-known design
18 considerations.

19 37. The number of laser diodes mounted on each transmit board – [REDACTED]
20 [REDACTED] – is not a trade secret. In addition to the considerations above that would have
21 allowed an engineer to design a system with [REDACTED] a 2015 textbook on
22 semiconductor lasers discloses a laser stack with 3 boards of 10 laser diodes each. (Xingsheng
23 Liu et al., *Packaging of High Power Semiconductor Lasers* 111-112 (2015) (“Liu Textbook”)
24 (attached as Ex. 4.) The Liu Textbook discloses: “A semiconductor laser stack is composed of
25 multiple semiconductor laser bars arranged vertically, as shown in Fig. 5.5.” (*Id.*) Figure 5.5 of
26 the Liu Textbook (reproduced below) shows that each of the 3 boards in the stack has 10 laser
27 emitters.

1 Fig. 5.5 A semiconductor
2 laser stack [9]



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7 Mr. Kintz explains that Waymo’s [REDACTED] for the transmit block of the [REDACTED] was
8 also influenced by [REDACTED] (Kintz Decl. ¶ 37-38.)

9 As shown in Paragraph 37 of Mr. Kintz’s declaration (and reproduced below), the [REDACTED]
10 [REDACTED]
11 [REDACTED]
12 [REDACTED]
13 [REDACTED]
14 [REDACTED]
15 [REDACTED]
16 [REDACTED]
17 [REDACTED]
18 [REDACTED]
19 [REDACTED]
20 I understand that [REDACTED]
21 [REDACTED]
22 [REDACTED]
23 [REDACTED] (Kintz Decl. ¶ 37; Droz Decl. ¶ 21.)
24 38. This [REDACTED]
25 [REDACTED] is simply the well-known concept of foveated vision – a technique in light
26 sensing systems (including the human eye) by which greater resolution is achieved in certain
27 parts of the field of view through a denser concentration of sensors. That concept is generally
28 known and used in the field of optical sensing systems and was used in LiDAR systems prior to

1 Waymo’s [REDACTED] system. (See e.g., McManamon Decl. ¶¶ 51-59; *id.* Ex. 4, Mundhenk, et al.,
2 “PanDAR: A wide-area, frame-rate, and full color LIDAR with foveated region using backfilling
3 interpolation upsampling”; *id.* Ex. 5, Velodyne’s U.S. Patent No. 8,767,190.)

4 39. Once Waymo chose [REDACTED]

5 [REDACTED]
6 (Kintz Decl. ¶ 37.) The [REDACTED]
7 did not work with the foveated vision model, because [REDACTED]

8 This compelled Waymo to use a [REDACTED]

9 (Id.) And because [REDACTED]

10 [REDACTED]
11 Accordingly, [REDACTED]
12 [REDACTED] was driven by the desire to implement the well-known principle of foveated
13 vision in the [REDACTED] system. (See McManamon Decl. ¶¶ 51-59; *id.* Ex. 5, Velodyne’s U.S. Patent
14 No. 8,767,190.)

15 40. With respect to Mr. Kintz’s opinion that Uber’s Fuji system incorporates the [REDACTED]
16 arrangement, it is my view that he is mistaken. The Fuji system does not contain a [REDACTED]
17 [REDACTED] As described above at paragraphs 24-25, the Fuji system comprises two
18 separate LiDAR cavities, each with its own transmit and receive paths. The cavities are situated
19 [REDACTED] in order to facilitate better detection [REDACTED]

20 Specifically, the [REDACTED]
21 [REDACTED] The transmit portion of each cavity contains [REDACTED]
22 with a total of 32 diodes. The [REDACTED] and are [REDACTED]
23 situated at [REDACTED]
24 [REDACTED] The illustration below shows the separate [REDACTED] in the two cavities.

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7 41. Fuji's [REDACTED] design is fundamentally different from the [REDACTED] design.
8 Fuji uses separate [REDACTED] of the two separate LiDAR
9 cavities. By contrast, the [REDACTED] as a [REDACTED]
10 [REDACTED]

11 42. Fuji's [REDACTED]
12 [REDACTED] as the laser stack disclosed in the Liu Textbook. Figure 5.5 of the
13 Liu Textbook (reproduced above) shows a laser stack with 3 boards of 10 diodes each. (Liu
14 Textbook at 111-112, Fig. 5.5.) Fuji's [REDACTED] have [REDACTED]
15 The Fuji system cannot be utilizing a Waymo trade secret [REDACTED]

16
17 43. Additionally, the positioning of PCBs [REDACTED] is different in
18 the Fuji system from that of [REDACTED]. I understand that the [REDACTED]
19 system are distributed in the following pattern: [REDACTED] Waymo claims that
20 positioning the [REDACTED] PCBs [REDACTED] is a trade secret. (Waymo's TS List
21 No. 3.)

22 44. As explained above, the separate [REDACTED] of the Fuji system are [REDACTED]
23 [REDACTED] and do not constitute a [REDACTED] PCBs. However, when the Fuji's two
24 cavities are mounted side-by-side, the distribution of diodes across both cavities' transmit PCBs
25 is: [REDACTED]

26 45. Moreover, I understand from the Haslim Declaration that the Fuji [REDACTED]
27 [REDACTED] was independently developed by Mr. Haslim and his team without any
28 access to or usage of allegedly misappropriated Waymo confidential documents or trade secret

1 information. Mr. Haslim’s account of the independent development of the [REDACTED] design is
2 supported by the significant differences between that design and Waymo’s [REDACTED]
3 design.

4 **B.** [REDACTED]

5 46. Mr. Kintz states his opinion in Paragraphs 49-50 of his Declaration that the
6 concept of [REDACTED] is a Waymo trade
7 secret. I disagree with Mr. Kintz. The [REDACTED]
8 [REDACTED] is a known design choice in the fabrication of laser diode systems, especially
9 those systems that deal with high power laser diodes and the associated thermal heat sinking from
10 operation. This design has been discussed in the public technical literature, examples of which I
11 provide below.

12 47. As Mr. Kintz acknowledges, there are certain design considerations that drive how
13 to [REDACTED]

14 First, as Mr. Kintz notes,

15 (See Kintz Decl. ¶ 49.)

16 [REDACTED]
17 This consideration weighs in favor of [REDACTED]

18 48. A second design consideration, as observed by Mr. Kintz, is to [REDACTED]

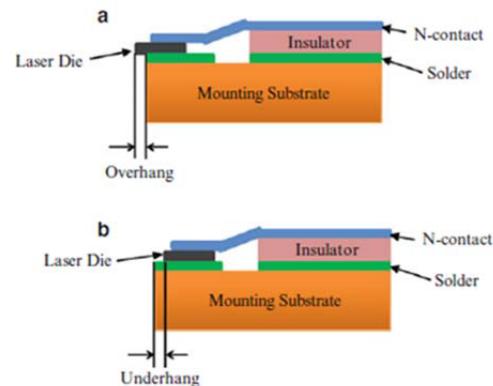
19 (See Kintz Decl. ¶ 50.)

20 [REDACTED]
21 One way of avoiding this outcome is to have [REDACTED]

22 [REDACTED] thereby avoiding [REDACTED]

23 49. The Liu Textbook (cited above) illustrates [REDACTED]

24 [REDACTED] and notes the technical concerns associated with each: “Overhang and underhang
25 characterize the alignment between the diode laser die (could be a single emitter chip or a bar)
26 and the mounting substrate. The consequence of overhang and underhang is ineffective heat
27 conduction and blockage of light transmission, respectively.” (Liu Textbook at 224.)



While this reference describes [REDACTED] as an undesirable feature arising from inaccurate placement of the diodes, other references discuss [REDACTED] as a design choice.

50. A 2007 dissertation on laser diode systems describes a system in which [REDACTED] (Christian Scholz, Thermal and Mechanical Optimisation of Diode Laser Bar Packaging 28 (2007) (attached as Ex. 5.)) The author explains that the laser diode (“laser bar”) is positioned [REDACTED]

Because the laser bar is an edge emitting device, the emitting area cannot be obstructed. In order to achieve this, the front edge of the laser bar hangs over the edge of the heat sink. This overhang has to be as small as possible, otherwise the thermal load is too high and the facet can be damaged. If the edge of the laser bar is positioned behind the edge of the heat sink, the laser light shines onto the heat sink. This heats the heat sink and the reflection acts as a second light source for optical elements in front of the laser bar, in turn making the diode laser ineffective.

51. These are the same design concerns cited by Mr. Kintz as reasons for Waymo’s [REDACTED] The [REDACTED] was described in Mr. Scholz’s dissertation years before Waymo even began developing its LiDAR systems.

24. C. [REDACTED]

25. Mr. Kintz states in Paragraphs 54-55 of his Declaration that the concept of [REDACTED] s a Waymo trade secret. I disagree with 26. [REDACTED] 27. Mr. Kintz that either of these concepts are trade secrets.

1 53. The concept of [REDACTED] has been known to the
2 public since at least the 1970s. For example, a patent filed in 1976 describes a “means suitable
3 for aligning and mounting a printed circuit board (PCB)” that involves mounting a “PCB [that] is
4 provided with holes spaced apart to receive the supporting member pins” on top of a supporting
5 member in which the “pins are spaced apart along a datum line or center line to which the PCB is
6 to be aligned.” (U.S. Patent No. 4,244,109 at 1:8-9, 1:63-67 (attached as Ex. 6).)

7 54. Similarly, a German patent application filed in 1980 described how “[p]rinted
8 circuit boards that are stacked and compacted into multi-layer circuit boards require[d] to be
9 accurately aligned,” and the use of “bored holes” that “all . . . have an exact relative position to
10 one another.” (DE 3031103 patent application, Abstract (attached as Ex. 7).) Mr. Kintz is
11 incorrect – the [REDACTED] has been a common practice for
12 decades.

13 55. Mr. Kintz is also incorrect about whether [REDACTED]
14 [REDACTED] is a trade secret. This concept is also well-known in the field.

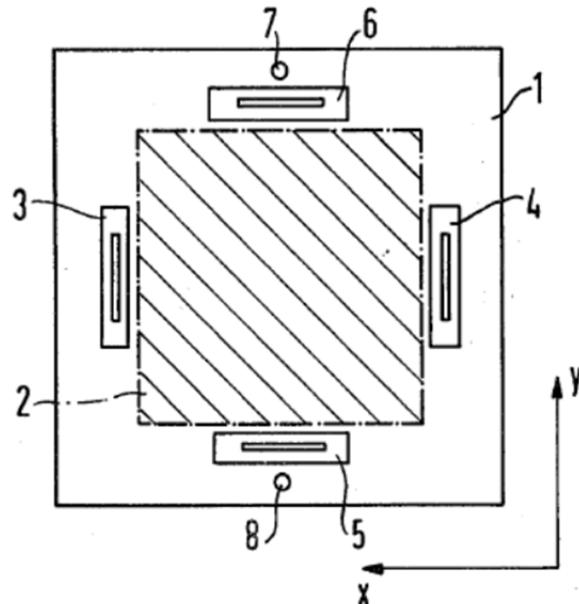
15 56. For example, U.S. Patent No. 4,432,037 (attached as Ex. 8), with a priority date of
16 December 2, 1980, is entitled “Multi-layer printed circuit board and method for determining the
17 actual position of internally located terminal areas.” Discussing known prior art solutions “[u]p
18 to the present time,” the ’037 patent describes a “fitting or alignment system” that consists of
19 “location holes which fix a reference point and a reference line from which the position
20 determination of the conductive patterns on the individual sheets [of printed circuit board layer]
21 takes place.” (’037 patent at 1:52-60.) In this known solution, the “conductive patterns of the
22 individual inner layers” are “disposed on a nominally known position relative to the location
23 system.” (*Id.* at 1:60-64.) As illustrated in Figure 1, the ’037 patent also applies this concept and
24 describes how, “[i]n order to mount or set the later laminate during boring, location holes **7, 8** are
25 provided.” (*Id.* at 3:52-54.)

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11 57. In other words, the use of [REDACTED] and even of [REDACTED]
12 [REDACTED] was well-
13
14 known to the public long before Waymo’s LiDAR systems existed.

15 58. Mr. Kintz is also mistaken in his opinion that the Fuji transmit PCBs incorporate
16 [REDACTED] on the PCB. Based on my
17 conversation with Mr. Haslim and review of his Declaration, the Fuji transmit PCB uses a
18 [REDACTED]
19 [REDACTED]. Unlike the [REDACTED] the Fuji system does not use [REDACTED]
20 [REDACTED]

21 **D. Completed PCB Transmit Board Design Files (A-F) (TS List Nos. 94-99)**

22 59. Mr. Kintz states his opinion in Paragraphs 44-48 of his Declaration that Uber
23 adapted its Fuji transmit PCB from Waymo’s PCB Design Files, based on (1) the presence of [REDACTED]
24 [REDACTED] on the Fuji PCB; (2) [REDACTED] of the Fuji PCB; and
25 (3) Mr. Kintz’s opinion that the Fuji PCB appears to be [REDACTED] Waymo’s PCB
Design Files because of the [REDACTED]

26 60. I disagree with Mr. Kintz that any reasonable inference can be drawn that the Fuji
27 transmit PCB was adapted from Waymo’s PCB Design Files. First, as explained above, Fuji’s
28

1 transmit PCBs and its [REDACTED] configuration for the transmit block [REDACTED]
2 [REDACTED] were independently developed by Uber engineers who had no
3 connection with the allegedly misappropriated Waymo confidential documents.

4 61. Second, it is clear that the Fuji transmit PCB uses a different design from
5 Waymo’s [REDACTED] Mr. Kintz compares an image of the [REDACTED] to a
6 machine drawing of what is purportedly an Otto PCB that Waymo received by email from the
7 vendor [REDACTED] (Kintz Decl. ¶¶ 32-34; Waymo’s Motion for a Preliminary Injunction at
8 10.) Mr. Kintz concludes that Uber [REDACTED]
9 [REDACTED] (*Id.* ¶ 46.) A more careful comparison of the [REDACTED] to the Fuji
10 transmit PCB for the medium-range cavity reveals numerous differences in the component layout,
11 shape, size, and structure of the two PCBs. Below are images of the two PCBs side-by-side,
12 revealing numerous design differences, including: (1) [REDACTED]
13 [REDACTED] (2) [REDACTED] (3) [REDACTED]
14 [REDACTED] (4) [REDACTED]
15 [REDACTED] and (5) [REDACTED] I note
16 that the [REDACTED] on the Fuji transmit PCBs is [REDACTED]
17 [REDACTED] (*See* Haslim Decl. ¶ 15.) The laser diodes on the transmit PCBs in the
18 long-range cavity have a [REDACTED]
19 [REDACTED] (*Id.*)

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1 [REDACTED]
2 [REDACTED]
3 [REDACTED]
4 [REDACTED]
5 [REDACTED]
6 [REDACTED]
7 [REDACTED]
8 [REDACTED]
9 [REDACTED]
10 [REDACTED]
11 [REDACTED]
12 [REDACTED]
13 62. Additionally, the Fuji is designed for [REDACTED]
14 [REDACTED] I have spoken with Mr. Haslim at Uber and reviewed his Declaration, including the
15 position and orientation information for each diode in Exhibit B to the Haslim Declaration. I
16 have also reviewed Exhibits 1-2 to the Jaffe Declaration, which includes the [REDACTED]
17 [REDACTED] document attached as Exhibit 2. The Fuji’s medium-
18 range cavity has [REDACTED]
19 and the long-range cavity has [REDACTED]
20 In contrast, the [REDACTED] design has a [REDACTED]
21 (See Jaffe Decl. Ex. 1 at 25.) Because the Fuji and [REDACTED] are designed for
22 [REDACTED] This can be
23 shown by a comparison of the [REDACTED] in Exhibit B to the Haslim
24 Declaration (Fuji) and on page 17 of Exhibit 2 to the Jaffe Declaration [REDACTED].

25 **E. Comments on Other Alleged Waymo Trade Secrets**

26 63. I have reviewed Waymo’s TS List (Jaffe Decl. Ex. 1). Waymo’s Motion and the
27 Kintz Declaration purport to address only certain alleged trade secrets from Waymo’s TS List,
28

1 including TS List Nos. 1, 2-4, 6-7, 14, 28-30, 39, and 94-99. The other alleged trade secrets from
2 the TS List are not addressed in Waymo’s Motion or the Kintz Declaration. I reserve the right to
3 submit a supplemental declaration addressing any other alleged trade secrets that Waymo raises in
4 its further briefing or declarations.

5 64. I offer the following comments regarding one of the other alleged trade secrets
6 from the TS List.

7 65. TS List No. 9 claims as a trade secret a

8 The use of

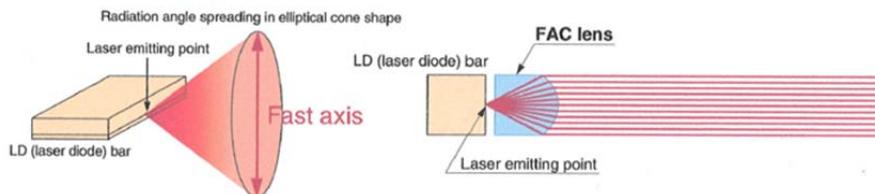
9 10 is a well-known technique in laser
11 systems and not a trade secret belonging to Waymo.

12 66. are commonplace
13 in the design of laser systems.

14 is known as a
15 fast-axis collimating (FAC) lens, available from vendors such as Hamamatsu. (Hamamatsu
16 product specification sheet for FAC Lens (J10919 series) (attached as Ex. 8).) As explained in
17 the specification sheet: “The J10919 series FAC lens is an optical lens that collimates light
18 spreading from a semiconductor laser in the fast-axis direction. Semiconductor lasers have a
19 large divergence angle in the fast-axis direction, so the output light cannot be efficiently used
20 unless collimated. The FAC lens collimates light spreading from a semi-conductor laser into a
narrow beam” As shown in the figures of the specification sheet (reproduced below), the

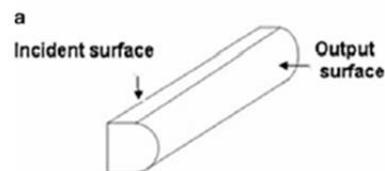
21 FAC lens is (i.e.,

COLLIMATING LIGHT

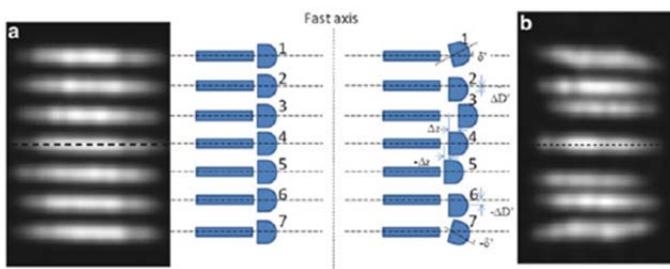


1 67. The [REDACTED]
2 [REDACTED] is disclosed in the Liu Textbook. The Liu Textbook states: “A laser stack is composed of
3 collimated laser bars with fast axis collimators (FACs).” (Liu Textbook at 112.) As seen in
4 Figure 5.18 of the Liu Textbook (reproduced in part below), the FAC lenses can be [REDACTED]
5 [REDACTED]

6 Fig. 5.18 Three
7 collimation lenses for the
8 fast axis [20]. (a) “D” type.
9 (b) “O” type. (c) Inverse
10 “D” type



11 The [REDACTED] are mounted [REDACTED] in the laser stack to [REDACTED]
12 [REDACTED] the laser light. Figure 5.10 of the Liu Textbook (reproduced below) illustrates the
13 positioning of the FAC lenses in front of the diodes:



14 Fig. 5.10 The collimated beam error of the stack due to the installation error of FAC [12]. (a) The
15 ideal beam with no installation error. (b) Typical installation and collimated beam errors

16 68. Cylindrical FAC lenses are in widespread use in various types of laser systems, for
17 example, optical storage. Accordingly, there are a large number of suppliers that design
18 [REDACTED] and the use of such lenses is well-known in the
19 industry.

20 VII. CONCLUSION

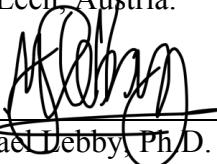
21 69. Based on my analysis above, I conclude that Waymo’s alleged trade secrets of
22 (1) [REDACTED] of Waymo’s [REDACTED] system; (2) [REDACTED]
23 [REDACTED] and (3) the [REDACTED] are not trade secret information,
24 because they publicly known or practiced in the field of LiDAR or diode lasers. I also conclude
25
26
27
28

1 that Uber’s Fuji system does not incorporate or rely upon (1
2 [REDACTED] f Waymo’s [REDACTED] system; (2) the [REDACTED]
3 system; or (3) [REDACTED]

4

5 I declare under penalty of perjury under the laws of the United States that the foregoing is
6 true and correct. Executed this 7th day of April, 2017, in Lech, Austria.

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Michael Debby, Ph.D.

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